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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Germany (Soviet Zone)

REPORT NO.

SUBJECT **Material Shortages at Lova-Gorlitz for
Railroad Locomotives**

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1. On the ground that they took part in a strike on 17 Jun 53, 125 employees have been discharged from the Iowa Works I and II. On 18 and 19 Aug 53, 75 women quit in protest against the raising of work norms.
2. In July 1953, six repair trucks with equipment and a cowcatcher arrangement were turned over to the USSR. The Polish order for suburban trains for the Polish state railways at Warsaw was not completed on schedule. Up to the present only three (fully equipped) have been delivered. An order for 12 drop-frame cars has had to be returned because no axle sets of the proper size were to be had. There is an especial shortage of car wheels and bearings. The quota for the last quarter was only 83 percent filled.
3. The material shortages affect not only new construction, but also repair work on locomotives and cars. During the months of May, June and July 1953, general overhauls were made on 18 freight locomotives for the national railways direction at Halle. Four of the locomotives were again unserviceable at the end of July. This is not entirely due to material shortages, but partly also to the overloading to which the so-called "Aktivist" trains are especially subjected. The trains, which carry reparations goods, sometimes remain under steam for 36 hours because the lines are frequently clogged. New type steam turbine locomotives, of which too much is expected, generally have to be completely overhauled after 20,000 kilometers. Failures occur mainly in the turbines, gear drives and shafts. A turbine locomotive will often stand for four weeks in the repair shop because there are no new gears and bearings available. There is general complaint that the power falls off at low speeds in the few specimens of steam turbine engines built in the People's Republic (DDR). For this reason, old model (steam piston) locomotives are preferred for rough service. The new powdered coal locomotives have the drawback that the burners and fire screen, which are constructed to give a long reach of flame, burn through easily and the power of the engine falls off very quickly. The originally highly praised coal fragmentation by means of steam from the locomotive has proved itself both economically and mechanically inefficient.

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